airline review

NAC
airline review

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COMPLIMENTARY ISSUE

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THE MYTH OF MONOPOLY

ONE OF THE recurring features of the day-by-day working life of the NAC employee is the comment he hears from the public — or editorial writer — that NAC is a New Zealand monopoly. The implication, not always openly expressed, is that a monopoly is inherently bad, that it leads to inferior service and that improvements can only be expected if competition exists. More often than not, such sweeping expressions of opinion are based upon complete ignorance of fact and are propounded in the tenuous theory that competition just for the sake of competition *must* result in a better service. The proponents of such theories point to the United States of America and Australia as examples of what a competitive airline system can achieve. And so, an examination of the situation in these three air-minded countries makes an interesting comparison.

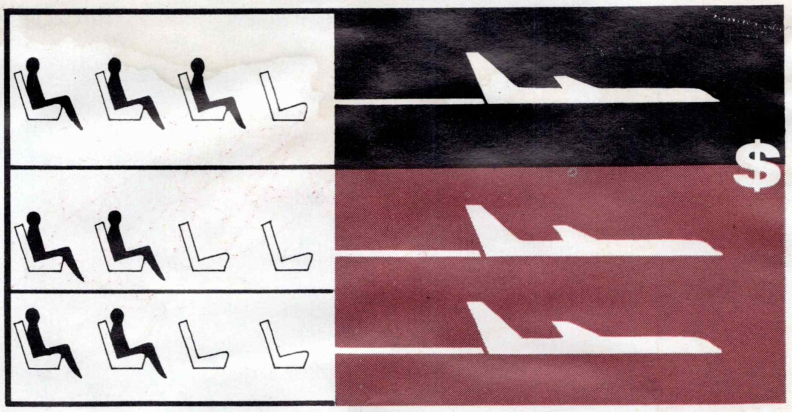
Large US Monopolies

The United States has 196 million people living in a country many times the size of New Zealand. In fact, New Zealand is as small as one single state in 50 — Colorado. Vast centres of population are comparatively evenly spread over the whole continental United States. It is served by seven major airline trunk carriers, which compete with each other between the main population areas but which, nevertheless, have reserved for their sole operation certain routes connecting centres of high population, each one in excess of that of any city in New Zealand.

Even so, the biggest United States airlines enjoy monopoly rights on certain routes in which populations are, in fact, relatively small. For example, on a direct flight from Omaha (301,598) to Des Moines (208,982), one must reserve on United Air Lines. Similarly, the monopoly between St. Louis (750,026) and Memphis (497,524) is held by Delta Air Lines, and the nonstop rights between St. Louis and Dayton (262,322) by Trans World Airlines.

In the following schedule the only flights between the listed cities are operated by the single carrier which has this monopoly. Alternative connections are available but would involve changes of flights and changes of carrier with, in most cases, changes of fare.

Memphis	(497,524) —	Louisville	(390,639)	American Airlines
Des Moines	(208,982) —	St. Louis	(750,026)	Braniff Airways
Las Vegas	(82,827) —	Dallas	(679,684)	Delta Air Lines
Las Vegas	(82,827) —	Houston	(938,219)	National Airlines
Spokane	(181,608) —	Salt Lake City	(189,454)	United Air Lines



In the following examples the named carriers hold exclusive *non-stop* rights between the cities. Alternative flights are available on the same or other airlines using a non-direct routing with stops at intermediate cities. Fare variations occur because of different aircraft types and standards of service.

St. Louis	(750,026) —	Dallas	(679,684)	American
Minneapolis	(482,872) —	Denver	(493,887)	Western
Washington	(763,956) —	Memphis	(497,524)	American
Kansas	(597,440) —	Minneapolis	(482,872)	Braniff
Minneapolis	(482,872) —	New York	(7,781,984)	Northwest
Pittsburgh	(604,332) —	Boston	(697,197)	T.W,A.

Local Service Monopolies

These instances demonstrate the complexity of licensing in the United States. But the situation in that country, which most closely resembles that in New Zealand, is the presence of the local service airline. Within the continental United States thirteen of these smaller airlines fly in and out of 580 communities of which 370 are served by local service carriers only.

Each airline is approximately the size of NAC, carrying between 500,000 and 1.5 million passengers annually. They fly aircraft similar to NAC's over comparable stage stage lengths and between centres of population similar in size to those in New Zealand.

But significantly, each airline operates within or between adjacent cities, with total populations greatly in excess of that for the whole of this country, and each enjoys complete rights within that area. It meets its neighbour local service airlines only on the peripheral fringes of its route structure (see map).

While the trunk carriers operate through the areas of the local service airlines their flights are, in the main, confined to the larger cities. They overfly the intermediate local service stops, and the general trend today is for the trunks to withdraw from the ultra-short haul, leaving these more and more to the local service airlines.

Each carrier is awarded a permanent "Certificate of Public Convenience and Necessity" which, in effect, is similar to NAC's own Act (1945), which empowers it "to provide air services to meet the needs of the people of New Zealand . . . with due regard to economy of operation."

Subsidies

Despite many similarities between NAC and the American local service carriers there is one which is notably different: NAC is not a subsidized airline.

To assist the United States local carrier to give a vital service to smaller communities which do not create sufficient traffic to make an airline economical the Federal Government of the United States each year subsidizes their operations to the equivalent of some £24,820,000 on a passenger load of less than 10 million.

NAC, which this year (1965-66), will carry 1 million passengers, is completely without such a subsidy.

In the United States local service carriers are regarded as a basic means of transport and, as such, many operate without the "frills" enjoyed on long-haul, trans-continental flights.

Australian Scene

In Australia there are two principal airlines, Trans Australia Airlines (TAA) and Ansett-ANA. In addition, there are a number of smaller intra-state operators most of which are subsidiaries of Ansett-ANA. (Intra-state lines fly only within state borders).

Whilst the competitive situation does exist in Australia, it is strictly regulated and is restricted to high-density services or to long-distance routes flown on a low frequency.

The Australian routes flown on a competitive basis, and the terminal population in each case, are:

Adelaide-Perth	600,000- 440,000
Adelaide-Sydney	600,000-2,200,000
Sydney-Melbourne	2,200,000-1,950,000
Sydney-Brisbane	2,200,000- 640,000
Adelaide-Melbourne	600,000-1,950,000
Sydney-Tasmania	2,200,000- 200,000
Sydney-Coolangatta*	2,200,000- 40,000

(*Coolangatta is close to Brisbane and serves the "Gold Coast" tourist area).

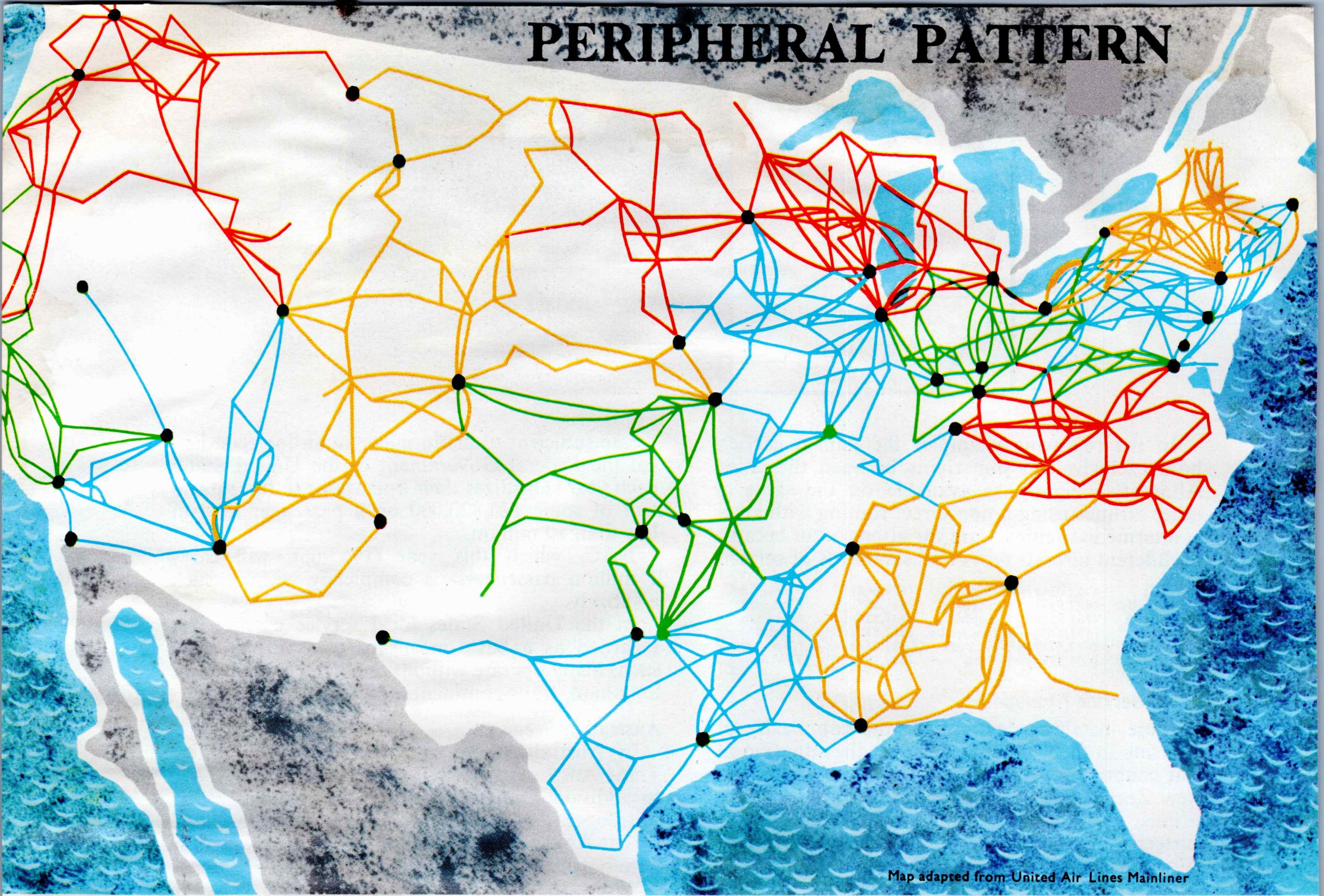
Other competitive routes such as Darwin, Port Moresby, Alice Springs etc. are long-range low-frequency operations and in some cases are used on alternate days (or weeks) by each airline.

The intra-state operations in Australia are highly monopolistic with sole rights in most areas. They serve populations in many cases comparable to those in New Zealand, flying out of main centres to smaller country towns and cities.

Anomalies

The competitive situation in Australia leads to peculiar anomalies. For instance, as a general pattern, between Sydney and Melbourne direct both airlines operate either at the same time or, within minutes of each other at two-hourly intervals: 8.00 a.m., 10.00 a.m., noon, 2.00 p.m., 4.00 p.m., 6.00 p.m., 8.00 p.m., with few direct flights between these cities on the intervening hours. (One airline is granted a 3.00 p.m. flight on Fridays,

PERIPHERAL PATTERN



Map adapted from United Air Lines Mainliner

the other a 3.00 p.m. flight on Sundays). At other centres where the frequency is as low as one or two arrivals and departures a day, each airline maintains its own staff and bases. A single staff could do the job just as well.

All the domestic airlines in Australia in 1963/64 paid £984,000 in airport and airways dues, of which the sum of £500,000 was handed back to the airlines in subsidies to assist in the development of low potential routes.

In the same year NAC alone paid £556,051 in dues. It neither asked for nor received a subsidy. In 1964/65 NAC's contribution in these dues rose by £57,675 to £613,736.

Price Contrast

A further interesting comparison can be drawn between air fare rates in pence (NZ) per-mile between United States, Australia and New Zealand. In this study five stage lengths were chosen at random in each country in the 100-500 mile sector. All extraneous additional costs (such as airways dues, airport dues, ground transport) were included to give a true passenger out-of-pocket comparison. The results shown in New Zealand pence per mile are:

U.S.A.	9.6 pence
Australia	6.39 pence
NAC	6.027 pence

It is the opinion of travellers who have extensively used local service and short-haul domestic carriers in the United States and Australian airlines that NAC does not suffer by comparison. In many cases it excels.

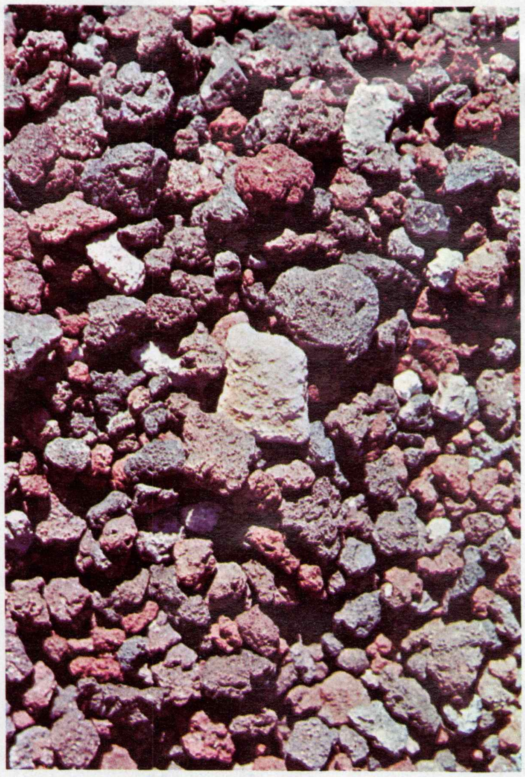
Conclusion

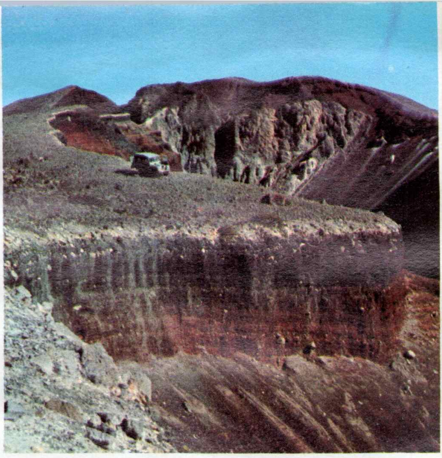
In the ultimate, the plain and undeniable fact is that the population of New Zealand is too small to support more than one airline throughout the length of the land. If two airlines fly on the same route each will siphon business from the other. Each will find the route unprofitable.

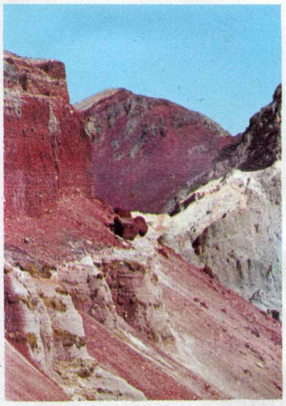
Instead of improved services the prospective passenger will find his community served less well. The reason for this deterioration is quite simply, uneconomic competition — with two airlines trying to share traffic which is barely sufficient to support one "with due regard to economy of operation."

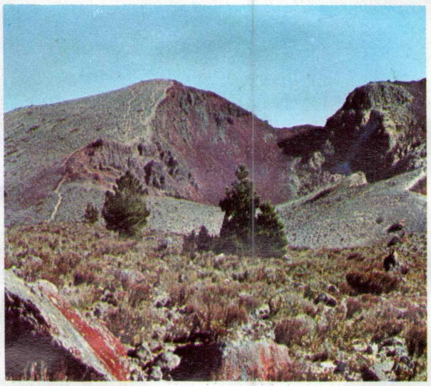
In New Zealand, NAC has never opposed the operation of feeder services and has, in fact, encouraged and supported them. But it must be remembered that within its own pattern many NAC secondary services are uneconomical and their losses are offset from the operating surpluses on the trunk routes. Any diversion of traffic from the already uneconomic secondary routes, therefore, will require higher load factors on the profitable trunk to compensate for the loss.

And eventually the stage would be reached where trunk load factors were unacceptably high, resulting — because of competition — in a lessening of service or, alternatively, forcing the Corporation into a loss.









TARAWERA

BY NEW ZEALAND STANDARDS Mount Tarawera is not high — less than 4,000 feet above the sea; and seen from the surrounding areas it lacks the beauty of so many of the country's more spectacular peaks. Indeed, even to those who know nothing of its tragic and fearsome history, Tarawera has an ominous, brooding look about it.

On the night of June 10, 1886, Mount Tarawera — previously unsuspected as a volcano — suddenly burst to terrifying life, splitting itself into a series of mighty craters eight miles in length. It flung mud, ash and rocks over 4,000 square miles, ejecting in all a cubic *mile* of debris. By curious co-incidence, Tarawera increased its height by 170 ft. and buried nearby villages by precisely the same depth of mud. It emitted no lava.

Tarawera's explosive roar was heard in Christchurch, 430 miles to the south, and daylight revealed a smoke column rising to some 45,000 ft. In that sparsely populated region of 1886, only 111 people were killed in the massive eruption.

(The tales of survivors make a most touching chapter in New Zealand's history; and NZBC has in its archives a moving and dramatic documentary reading of some of these true narratives. This programme is broadcast from time to time, especially to mark the anniversaries of June 10.)

Today, except for a few gentle steam vents in its craters, Tarawera has returned to the quietness of its pre-1886 solitude.

Because the track is steep, difficult and eroded by rain, few tourists make their way to the top. But it is a geologist's delight and equally appealing to the photographer. But he must be prepared to carry his cameras and equipment four miles uphill or hold them cautiously in his arms in a lurching, swerving landrover.

But, however the traveller reaches Tarawera's top he can be sure of seeing what must be one of the greatest spectacles in New Zealand. And New Zealand is a land where grandeur and natural splendour are almost commonplace.

Tarawera's craters blaze with colour; their steep wedge-shaped sides fall directly from the sharp unprotected rims to the point of a mighty V, a thousand feet and more below. Sliding down is exciting and fast, but muscle-tearing on the legs; scrambling back is two-steps-up, one-step-back all the way — and frighteningly hazardous for the camera-carrying climber trying to protect precious lenses as well as himself.

From the lakes and countryside below, Mount Tarawera seems to hunch itself above the land. It's mighty shoulders are acres wide, surprisingly smooth and undulating, forming a gently sloping plateau just below the mountain's peak. But so many volcanic rocks and boulders protrude from the hard, gritty ash that progress must be on foot. Even the most hardy and energetic of wheeled vehicles are halted. But it can be predicted that some time in the future there will be a small airstrip atop Tarawera, and a road as well, opening to the visitor a leisurely, close-up view of a truly mighty spectacle of nature's forces. And, additionally, there is the view. It is an uninterrupted panorama of the complete North Island thermal area from Ruapehu in the south to White Island smouldering sulphurously in the Bay of Plenty.

The construction of a road from Ash Pit Road near Lake Rerewhakaitu where the track begins would be an expensive business. But an access way was constructed during World War II by the U.S. Army and this is the "road" still used by the infrequent jeeps or tractors which carry deer hunters and other adventurers to the top.

The lower slopes are crowded with native forest; and despite the seemingly inhospitable and infertile soil, a surprising number of low-growing and attractive native shrubs grow on the wide plateau below the summit. Here and there the skyline is cut by a self-sown pine whose seed was carried high on the winds from the Kaingaroa Forest below.

At present, Mount Tarawera, only 20 miles from bustling Rotorua, is still remote for most visitors. But it can be hoped that with the development of tourism in New Zealand the natural growth of the booming industry will ensure that all the many problems will be overcome and access will be built. This will mean that an attraction which is literally tremendous and awesome will be opened for all to see and enjoy and a part of New Zealand history will become a reality.

BUSINESS ? RECREATION ? OTHER ?

Where Do You Fit The Pattern ?

DURING the calendar year ending last November many thousands of NAC's passengers answered a confidential questionnaire designed to assist the airline with its long-term planning to provide improving air services to meet the needs of the people of New Zealand.

The queries were divided into six main categories, each of which was split into a series of sub-questions. In all, these could have provided the astronomical total of one thousand million variations. But, of course, such cumbersome figures were neither practical nor necessary.

In the rather formal terms setting out the purposes of the project it was said that the questionnaire was planned:

(1) To obtain data which will describe National Airways Corporation's clientele in socio-economic terms and enable more accurate demand forecasts to be made.

(2) To design procedures which could enable the Corporation to discern trends in the passenger traffic so that the necessary action can be taken to arrest any undesirable tendency or to promote activities to the Corporation's advantage.

In broad terms the analysis showed that of adult passengers, 41 per cent were travelling on business, 37 per cent were on recreation and 15 per cent were travelling for "other reasons" (such as family visits, attendance at funerals, sickness, meetings, and transfers). In addition to the adults, however, it could be shown that seven per cent of passengers were between four and 14, and that five per cent of these children (most of whom flew in the school holidays) were travelling on recreation. So the total recreation figures for all passengers, both adults and children, rose to 42 per cent, topping the business category by one per cent. The remaining two per cent of half-fares added to the "other reasons" category increased this group to 17 per cent.

Thus it can be shown that of each 100 NAC passengers;

42 are travelling on recreation
41 are travelling on business
17 are travelling for "other reasons"

The surprising feature of this breakdown is the fact that the total of recreational and "other" travel is nearly half as much again as business travel — 59 per cent as against 41 per cent.

One of the expected revelations of the survey was seasonal fluctuation of business travel and the rise of holiday travel at Christmas, January, school holidays and long weekends.

One passenger in each three travelling on NAC is a woman. Men constitute six out of 10, and of these men, 63 per cent are on business, nearly 25 per cent on holiday and about 12½ per cent "other reasons". Thirteen per cent of the men passengers come into a broad commercial category. Other occupations are:

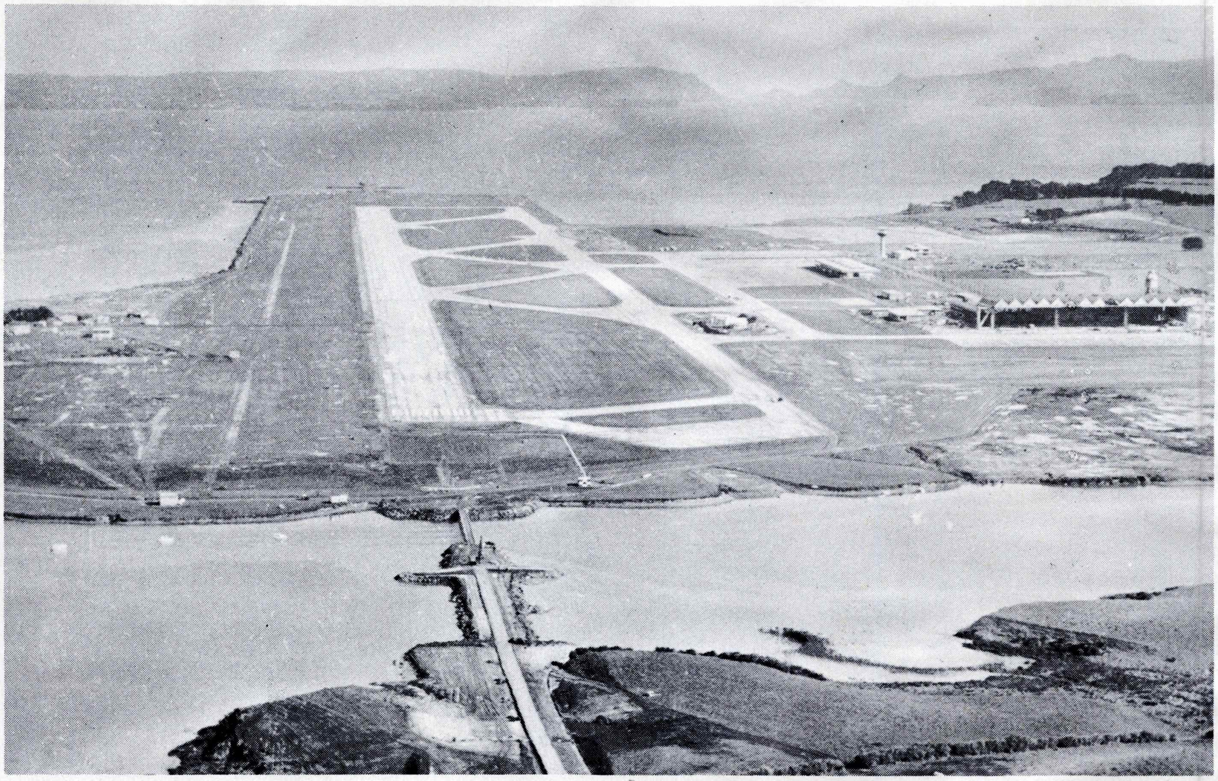
Government	8.4 per cent (Inc. Local Govt.)
Manufacturing	7.5 per cent
Agriculture	3.9 per cent
Construction	3.4 per cent
Personal service	3.4 per cent
Transport	3.2 per cent
Other duties	1.2 per cent

The personal category includes doctors, dentists, lawyers, private accountants, hairdressers and others whose callings provide individual rather than group service to clients.

It seems, from the survey, that the growth of recreational passengers is somewhat faster than the growth in business travel. Among recreational passengers women outnumber men by about 50 per cent. Twenty-four per cent of adult passengers in the recreation area are women on holiday whereas men constitute only 16 per cent of this group. For recreation purposes both men and women seem to fly often when they are in the 20-to-30 age group. This point is emphasised by the income analysis of recreational passengers which showed that the highest proportion (19.39 per cent have incomes of up to £500 a year. Those with) incomes from £501-£1,000 a year constitute 10.24 per cent and those with more than £2,000 only 1.95 per cent.

Housewives are included in the up-to-£500 per annum group, unless it is clear that they had other employment; and also covered were those dependent on others for their income, such as schoolchildren over 15 and pensioners.

An analysis of residential addresses shows that in the year surveyed the percentage of overseas visitors travelling on NAC services remains at six per cent.



AUCKLAND INTERNATIONAL AIRPORT

NOTE: This article, prepared for the December 1965 issue, is printed early because of public interest.—Ed.

The recent opening of the Auckland International Airport marked the end of over 16 years of planning and construction and introduced also a new era of airline operations in Auckland.

The airport, designed by the New Zealand Ministry of Works and the Department of Civil Aviation, is located at the head of the expansive but shallow mudflats of the Manakau Harbour, some 8½ miles south-south-east of the centre of Auckland city. With a prevailing south-westerly wind, the airfield is virtually fog free.

Some 250 acres of dairy farm land was added to the site of the old airport and rather than absorb more farm land the airport designers decided to extend the runway into the harbour. Work began in January 1961 with the moving of 6½ million cubic yards of compacted scoria and rock, and extensive draining to reclaim 160 acres of harbour mudflats. The brittle volcanic scoria was obtained from a nearby extinct volcano on Pukitutu Island.

A slow speed taxiway runs parallel to the 8,500 ft. runway and is connected to it by seven high speed turn-offs designed to permit aircraft to clear the runway without delay. The runway bearing strengths are capable of taking aircraft with all up weights of 500,000 lbs. Other remarkable statistics include 438,000 sq. yds. of concrete 12-14 inches thick, 84 miles of electric cable and 1,200 fittings.

Air traffic control facilities will include surveillance radar, precision approach radar, Very High Frequency Visual Omni Range, and distance measuring equipment. There are also visual aids such as approach and runway lights. All these will enable safe operation down to low weather minima with complete safety.

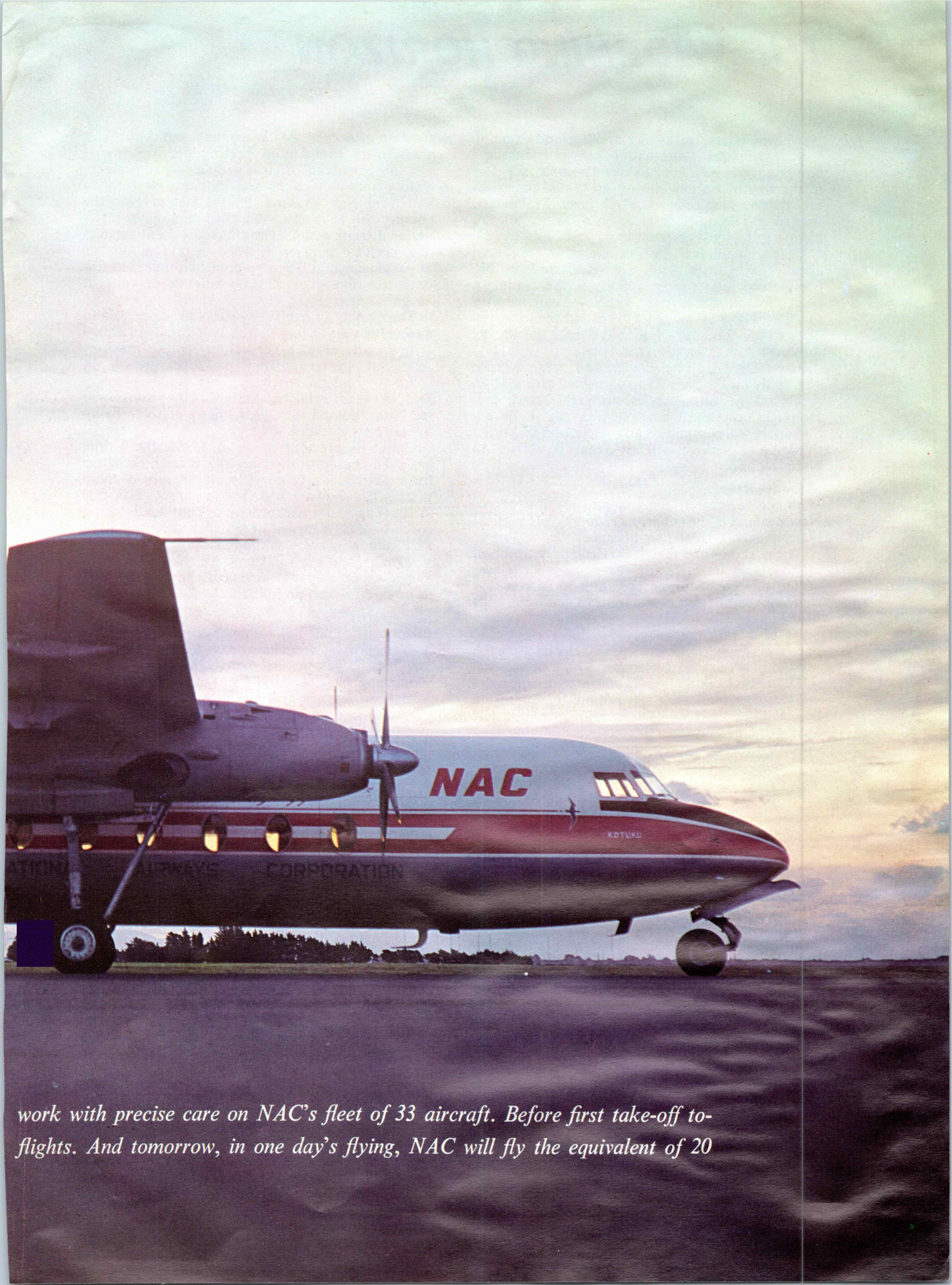
In addition to the main runway and taxiway areas, 26 acres have been developed for the passenger terminal, car parking, hangar facilities, fuel storage, control tower, and freight handling areas. But the airport will be operational before its permanent terminal building is completed. As a temporary measure, the new cargo building will be used at first as the passenger terminal. The giant hangar to the east of the airport will be shared by Air New Zealand and NAC.

The largest user of Mangere will be NAC handling over 50 arrivals and departures daily this summer to 23 cities and towns throughout New Zealand.

On the International scene there will be scheduled services by Air New Zealand, Canadian Pacific Pan American, BOAC, and Qantas. These airlines will link New Zealand with places such as Sydney, Melbourne, Fiji, Tahiti, Honolulu, Los Angeles, San Francisco, Vancouver and other countries throughout the world. Other International carriers are, of course, interested.

For the people of New Zealand, Auckland International Airport will not only mean direct jet connections to these countries, but also a major boost for New Zealand's growing tourist industry.

Another flying day is all but over. But through the night trained engineers wil
morrow other staff will complete the hundreds of intricate details for the day's
times across the Tasman Sea taking 2500 passengers to 23 destinations



work with precise care on NAC's fleet of 33 aircraft. Before first take-off to-
flights. And tomorrow, in one day's flying, NAC will fly the equivalent of 20

THE WIDENING HORIZON

Air New Zealand spreads its wings

New Zealanders are having another and examining look at the phrase "international travel and trade." Something has happened to give it a new concept — in the way that a new motorway brings change to the houses alongside it. And New Zealanders, unused to finding themselves on a main road, are having to readjust their outlook.

That something is the opening of international airports at Christchurch and Auckland to big commercial jets; the equipping of the country's own international carrier, Air New Zealand, with the latest DC-8 Series 52 jet liners and the widening of Air New Zealand's horizons across the Pacific to North America and to the Orient.

From December passengers and cargo will be able to fly on the New Zealand owned airline from Auckland to Los Angeles, through Nandi and Honolulu on the same service. In February Singapore will be similarly accessible, and in April a third DC-8 service will fly from Auckland to Hong Kong.

Main Jet Route

With the coming of the jets the position of Air New Zealand in the country's economy has suddenly been given a greater significance.

At the same time that New Zealand put herself on the main jet air route the country's overseas airline has gone out purposefully to increase its share of the air traffic and trade generated by the new jet age.

So it is that in the mid-1960's the whole broad Pacific basin becomes Air New Zealand's oyster. Instead of serving a market area with a population of less than 15 million as in the past, it will serve markets with more than 250 million. Its route from Los Angeles to New Zealand and up to the Far East will constitute a 12,000-mile arc linking East and West through the South Pacific.

This massive curve through exciting destinations will give tourists and businessmen an alternative route across the Pacific, and new opportunities. It will mean that both the Orient and North America will be directly accessible from New Zealand by a New Zealand airline; it will mean that travellers from Australia, Asia — and even Europe — will be able to spend time in New Zealand and continue on the same airline to Fiji, Honolulu and North America. Businessmen from America and beyond searching for new markets will be able to meet local representatives in New Zealand en route to Australia and to the East.

Air New Zealand is studiously aware of the changes brought by the opening of Mangere for business on November 24, 1965 and of the pertinent role this airport has in developing transport and tourism in the Pacific.

Historic Development

In many ways the airline has been working towards this very day since its first flying boat took off from Auckland harbour for Sydney in the war's shadow in 1940. Its re-equipment with pure jets is the continuation of its policy of keeping up to date with modern aircraft development, and its route extension follows a reappraisal of the airline's position after New Zealand bought out Australia's share in the company in April, 1961.

This year about 330,000 people — businessmen, beauty queens, tycoons and tourists — will fly to and from New Zealand. By the end of 1965 the country will be firmly established on a major international trunk route. It will have frequent services of aircraft carrying nearly twice the present number of passengers and it can be predicted that in a few years the figure of 330,000 will seem almost insignificant.

The number of overseas visitors to New Zealand during the year ending March 1965 totalled 122,000 — a growth of 11.8 per cent over the previous year. But, by comparison, passenger growth on Air New Zealand has been much higher — 20%. By 1970 it is estimated that 250,000 visitors will see New Zealand each year, many of these flying by Air New Zealand.

Under its previous name of TEAL the airline has been adding to the country's foreign exchange for a quarter of a century. In all but four of these years it has shown a good trading profit (£205,000 in 1964) against a background of continually rising costs. In 1964 it earned or saved the country a net £2.5 million in overseas funds.

Within four or five years Air New Zealand's annual net earnings of foreign currency are expected to be no less than £6 million.

Flag Carrier

Besides its vital stake in the country's tourist industry Air New Zealand plays a leading part in carrying the nation's flag across the globe, and in supporting New Zealand's image in other lands.

In April last the airline changed its name from Tasman Empire Airways Limited (shortened affectionately to TEAL) to Air New Zealand. In the markets to which it will be flying the name TEAL is virtually unknown, and it is important that the airline's name be immediately recognisable and identifiable. By using the country's name in its title it will also act as a travelling billboard for New Zealand wherever its aircraft fly.

New Zealand is dependent on the export of primary products for its very life. Its greatest need is to diversify its foreign markets, to develop new products, to find new trade outlets. Air New Zealand is not only backing the country's export drive as a carrier of goods, but is, in fact, part of it as an earner of overseas funds.

Trade traditionally follows the flag. And as a direct result of Air New Zealand's expanded services it can be expected that there will be an increasing awareness all round the Pacific of New Zealand's growth as a trading nation.

In North America, as in Asia, there are tremendous market opportunities for New Zealand exporters.

Air Freight

In its first full year of operation in 1940-41 TEAL carried seven tons of cargo. Today as much as this can be carried on every flight of a DC-8. Air cargo is moving ahead more rapidly than any other phase of airline operations. As larger and swifter planes

AIR NEW ZEALAND'S first DC8 series 52 lands at the new Auckland International Airport at Mangere on July 20 after her non-stop flight from Long Beach, California. The aircraft covered the 6,500-mile flight in 13 hours 30 mins at an average speed of 530 m.p.h. against a head wind which averaged 40 m.p.h.

take over merchants discover the advantages that air transport offers: faster, more frequent deliveries, savings in packaging, handling insurance and warehousing.

Even ten years ago air cargo was insignificant; but it has risen dramatically and in the last four years Air New Zealand's cargo figures have grown impressively by 300 per cent.

The bulk of the country's exports last year comprised food: prime meat cuts for specialised markets in the Pacific Islands, Hong Kong and Singapore; fish for Australia; strawberries by the ton for Australia, the Far East, London and even a few European centres; fruit and vegetables for Fiji, Tahiti, Singapore and Hong Kong. Those were perishable items which even to cases of lettuce and sticks of celery, would not have left New Zealand without air transport.

But what of manufactured or processed goods? Air cargo is ideally suited to this type of freight. The days are gone when air cargo was considered an expensive luxury for a few high-cost items. Today more and more manufacturers and merchants are finding it profitable to send their products by air in bulk consignments. Garage costs are still higher by sea; but this item can lose its significance when speed and regularity of delivery and total costs of distribution are weighed and compared. Higher freight costs are offset by reductions in packaging, warehousing, insurance and by the capital cost tied up in goods in transit. Special commodity rates have been negotiated for over 200 items carried in regular minimum consignments. Thus the gap between the costs of air and service freight is greatly narrowed, making the air export of many items an economic possibility.

Help to Exporters

Air New Zealand has set up special cargo promotion system to assist exporters. It helps with advice and assistance in packaging, by market surveys and by arranging test sampling of goods. Through its associations with nearly 100 other airlines, Air New Zealand can arrange for trial shipments of goods to be flown speedily to any destination in the world.

With modern jets the boundary to international trade is limitless.

Air New Zealand is looking ahead to its expanded horizons. It has equipped itself with the best aircraft for the job — its three new jets are as modern as any in service. Each develops twice the horsepower of the atomic submarine Nautilus — enough power for 38,000 homes; each will carry enough fuel to drive a car the equivalent distance of a trip to the moon and back.

Still Principal Task

Yet in spite of its raised sights Air New Zealand's principal operations will continue to lie on the historic trans-Tasman routes between New Zealand and Australia. It was with this dual type of operation in mind that Air New Zealand chose the DC-8 Series 52 — an aircraft that can fly economically on the short-haul trans-Tasman routes, as well as on such long sectors as Sydney-Singapore direct.

Although the DC-8s will carry about 130 passengers compared with the Electra's 76, the frequency of the trans-Tasman service is not expected to be reduced — in fact, as air traffic continues to grow, the reverse is likely.

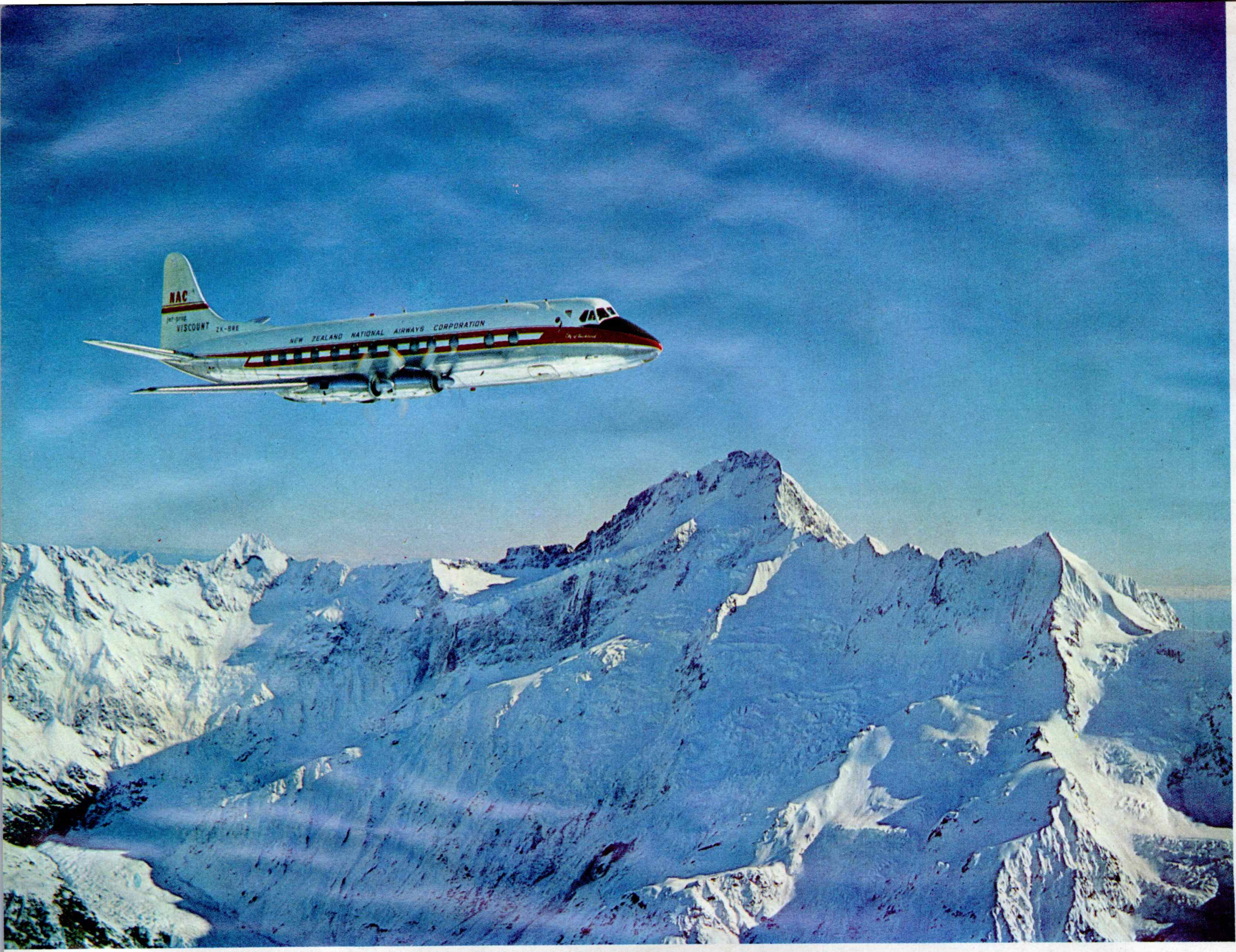
The speedier jets will save time, cutting the flight time across the Tasman from four hours to a mere two and a half. Since Sydney time is two hours behind New Zealand's a businessman leaving Auckland or Christchurch at 9 a.m. will arrive in Sydney at 9.30 a.m. with a full day ahead of him.

And Air New Zealand's DC-8s will take only 16 hours 15 minutes total elapsed time from Auckland to Los Angeles.

Family fares, excursion fares, group travel arrangements, fly-now-pay-later schemes have all helped to make travel easy and convenient.

Air New Zealand fares have remained unchanged for years and are among the lowest in the world for similar over-water air routes. The rise in the standard of living during the same period and increased affluence have made air travel available to all. Some fares have actually been lowered.

Air New Zealand is going out to push New Zealand's name across the Pacific. In doing so it will enhance the country's prestige, help the nation's drive for more exports to more markets, and itwill capture its share of the many millions of pounds worth of traffic generated to and from New Zealand each year.



NAC Viscount over Southern Alps New Zealand

AIR TO AIR PHOTOGRAPHY

"Christchurch tower to National AYK. We notice your two starboard escape hatches are missing."

"National AYK to Christchurch tower — Roger and thank you. Our port escape hatches are also missing, and some of the seats, too. This is a photographic mission. Viscount BRE will rendezvous with us soon."

This air-to-ground exchange highlights one of NAC's unusual public relations projects: the photographing of aircraft with typical New Zealand scenic backgrounds. And the planning — which ends as a camera shutter blinks at a 250th of one second — takes weeks of careful thought and co-operation between many people. Normally, the photographic team consists of three specialists: two photographers (one for black and white, one for colour) and a co-ordinator. The co-ordinator's task is to direct the pilots by radio so that at the precise moment the aircraft to be photographed is in the pre-planned attitude and correctly "placed" against the background.

The removal of the hatches from the photographing aircraft permits the cameramen to "pan" their cameras freely and eliminates distortion caused by taking pictures through glass. But the lack of hatches also adds to the difficulties, letting in unwelcome draughts of bone-chilling air and roaring noise. Cameramen wear extra clothing against the cold, but prefer to remove their gloves before shooting. Everyone in the cabin is roped to tie-down points on the floor to avoid any possibility, in the enthusiasm of the moment, of a keen photographer taking that extra step forward through the open hatch!

NAC Friendship over Auckland

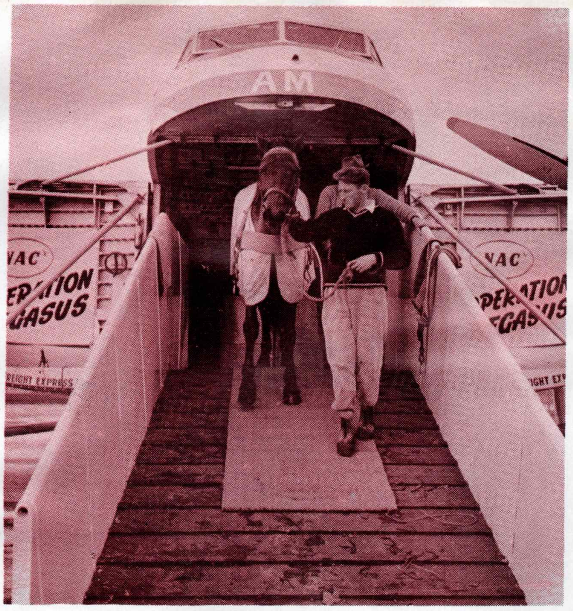
NAC DC-3

To give atmosphere in a photograph a slight haze is often desirable, but in air-to-air photography over mountains where the air is clear and sharp, the lack of haze can tend to fore-shorten the distance so that some results appear unreal, giving an impression of an aircraft artificially superimposed over the background mountains.

Clouds and snow serve as ideal natural light reflectors, illuminating the underside of the aircraft and giving sparkle and brilliance to the polished alluminium surface.

In the past NAC has photographed its aircraft over spectacular panoramic backgrounds, and the results in both black & white and colour have been used in publications the world over.

NAC Friendship over Kaikoura Peninsular



Flying Horses

a new

New Zealand Industry

THE RECENT bludgeoning to death of a frightened but valuable racehorse, high over the Pacific in a freighter aircraft, has prompted enquiries as to whether such an incident could occur in New Zealand.

We posed the question to Peter Alleway, Freight Superintendent of NAC. His decisive quick answer; "Definitely, no!" He pointed out that on internal New Zealand flights the distances are much shorter than on the massive trans-Pacific route and that alternate airfields are nearby. "But," says Alleway, "our horses — and we come to think of them as ours — our horses are accommodated in the most modern accommodation yet devised. These crates are the best. The horses are secured, of course, and yet they are very comfortable. The crates are proven and are so designed that not only are the animals safe from injury, but so are the attendants. A troublesome horse cannot escape." Additional safeguards are the hypodermic tranquilisers carried on each aircraft to be used by the handling attendant who is fully trained and qualified to administer the drug if he and the aircraft captain consider it prudent to do so.

"So far," says Peter Alleway, "no tranquilisers have been necessary and we have successfully air-lifted 252 of New Zealand's best horses."

Known as 'Operation Pegasus', NAC's flying horse programme is a co-operative effort between the Corporation and Straits Air Freight Ltd. Indeed, SAFE's Bristol 170 aircraft with their wide loading-doors are ideal for the purpose and it seems that New Zealand thoroughbreds are unperturbed about climbing the specially constructed ramps leading into the Bristols' capacious holds.

Up to eight horses can be carried on one flight, and the Bristol also allows seating accommodation for the trained handling attendant (a member of SAFE's staff) and eight attendants — one for each animal. The minimum number of attendants for a full load would be four — one for each two horses — plus the SAFE man. There is also space for three sulkies, racing harnesses and miscellaneous gear. But food for passengers is not forgotten either, and refreshments for attendants are served on all Operation Pegasus flights.

This co-operative enterprise is of benefit to racing and trotting interests and also the airlines. SAFE, which has precisely the correct type of aircraft, takes advantage of NAC's New Zealand-wide selling outlets, its 16 Aircentres and some 300 agents throughout the land.

The advantage to the racing industry is that valuable horses are maintained in the very best of condition on relatively short flights. It is but a matter of hours from a champion's home paddock until he appears in his races and perhaps is back again in the warm, familiar surroundings of his own stable. Long, tiring road and sea journeys are avoided.

Peter Alleway says, "This is but the start. Operation Pegasus is only beginning to stretch its wings. It won't be too long before this efficient speedy and comfortable method of air travel will be the usual way for horses to travel."

Ambitious? Not at all. Since Operation Pegasus first took to the air in August 1964 there have been many separate horse-flights, all on the main trunk. Return routes covered are Christchurch-Wellington; Christchurch-Auckland; Palmerston North-Christchurch; Wellington-Dunedin.

Peter Alleway looks with considerable satisfaction at the progress of the new service. He wryly points out that for years NAC has carried more livestock than humans. By a head count livestock outnumbers human passengers by millions. NAC transports millions of bees, for example; thousands of sheep and cattle and lesser numbers of household pets.

"I like to think that we give them as much attention in relation to their needs as we do for human patrons," he says. "And horses are very special. They are an investment for the owners — and, sometimes, for me," he added.

NAC's SIGNIFICANT STATISTICS

For the 1964/65 financial year the following significant statistics were revealed:

- NAC carried 922,346 passengers on scheduled flights.
- NAC carried 13,355 passengers on charter flights.
- A total of 9,323,339 miles were flown by NAC's fleet of 4 V807's, 8 F27's, 14 DC-3 passenger aircraft and 6 DC-3 freighters.
- A total of 338,809,023 passenger miles was created.
- The average passenger journey by NAC was 267 miles.
- A total of 34,243,269 pounds of freight was carried on NAC freighters.
- A total of 3,170,053 pounds of freight was carried on NAC charter freight flights.
- The revenue passenger load factor was 72.73%.
- The profit for the 1964/65 year was £146,837.
- Operating revenue exceeded £7 million.
- NAC paid to the Government £613,736 for airport and airways dues.
- Of the total staff of 2,330 there was included 232 pilots, 142 hostesses and 613 engineers.
- NAC expects to carry 1,000,000 passengers this year.

AIRLINES TO CARRY FRESH HUMAN EYES

The International Air Transport Association has announced that its member airlines have voted in favour of free transportation of fresh human eyes from England to India, Pakistan and Malaysia in connection with a British eye bank's experimental programme. The governments concerned have given their approval.

The IATA airlines decided to co-operate in the experimental programme as a result of a request from Dr. P. V. Rycroft, an eminent opthalmic surgeon.

In his letter outlining the programme, Dr. Rycroft said, "Our plan is to send fresh eyes in vacuum flasks. It is necessary that these eyes are used within five days of dispatch from London Airport, and therefore there is considerable urgency for their transportation."

He stated later in his letter that "as more surplus eyes become available in England it will be of great benefit to these countries . . ."

Sir William Hildred, Director General of IATA commented that the world's airlines are glad to perform this humanitarian service and that IATA member airlines have in the past transported medical supplies and personnel without charge.

He added that the airlines have long been empowered to provide free transportation for, in the prosaic language of the relevant IATA Traffic Conference resolution, "any person or supplies to provide relief in case of general epidemic, disaster or other calamitous visitation."

Accolade - from Bob Howlett's Travel Talk

Over the years this insignia has become a household word for the ultimate in quality, reliability and precision. And like most fine reputations, this was built on great solidarity, on setting a standard that is still unsurpassed in the world today. That I am associating this great name in motivation around the world with one airline — National Airways Corporation of New Zealand — may seem a little curious, but I have a very good reason, indeed. Yes? Yes. I have been browsing through NAC's "Airline Review" and I note under the heading "Intimate Care for Great Engines", that in February 1958, NAC was given approval to service Rolls Royce Dart jet-prop engines by RR and this approval was indeed the accolade. *NAC was the first airline south of the Equator to be given this approval.* An excellent example of the trust a great world company placed in NAC.

Now, without turning NAC's head with too much praise on its efficiency, I would still like to quote the fact that NAC won a world award from Douglas Aircraft Corporation back in, I think, 1950, for the best servicing record for DC-3 engines around the world. Correct me if I'm slightly out with the year, NAC, but I was at Nadi, Fiji at the time, and NAC DC-3's flew a remarkable record from Auckland to the Cook Islands with never an engine failure or trouble of any kind.

NAC
jet-prop
FRIENDSHIP
BXH